

The Standard

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ST. JOHN, N. B., THURSDAY, NOVEMBER 23, 1911.

MR. HAZEN'S SPEECH.

Mr. Hazen made his first speech in Parliament on Tuesday. From the reports that have reached St. John he devoted a good deal of attention to the political gymnastics of Dr. Pugsley, whose career since he first entered the political arena, as an independent candidate in Kings County in 1885, has been sufficiently varied as to attract public attention throughout the length and breadth of Canada. It is a somewhat remarkable thing that both Mr. Hazen and Dr. Pugsley entered provincial politics in the same year, Mr. Hazen contesting York and Dr. Pugsley Kings. Both have been Premiers of New Brunswick, and each has held the office of Attorney-General of this province. Mr. Hazen has always been a Conservative, while the ex-Minister of Public Works has appeared before the electors as a Conservative, an Independent, and finally as a Liberal. All these things were alluded to by Mr. Hazen in his speech criticising Dr. Pugsley for his attack on the Government.

Mr. Hazen was at his best on Tuesday night and gave the ex-Minister of Public Works a grilling he is likely to forget for some time at least. Dr. Pugsley is not happy in opposition. He has not yet become accustomed to it. It has always been his custom in dealing with the electors to offer them some tempting bait to vote in his favor. He made little difference to the genial doctor whether he carried out these pre-election pledges or not, because he always had a new batch ready for his next appeal to the people. These things were also commented upon by Mr. Hazen and met with a responsive chord throughout the House, the members of which have come to know our own William in his true colors.

But Mr. Hazen did more than refer to the rapid transit of Dr. Pugsley from one party to another. He openly charged Sir Wilfrid Laurier with an attempt to stir up the racial question in Canada, pointing out that this was the real meaning of Sir Wilfrid's speeches since the opening of Parliament. He might have gone further in this line and alluded to the Continentalism of the ex-Premier, who can be regarded in no other light than a Separationist. Sir Wilfrid himself has already gone far enough to cause loyal Canadians to seriously ask themselves the question of whether he really stands on the question of the unity of the Empire. Mr. Hazen has done a real public service by his references to the real import of the ex-Premier's most recent utterances.

Another important part of Mr. Hazen's speech was his reference to the naval question. After pointing out that the old Government had invited tenders for the construction of the Canadian navy, he stated they had taken no action on these tenders before retiring from power. The question, Mr. Hazen pointed out, was a most important one, as it involved an expenditure of \$15,000,000. Mr. Hazen also pointed out that even if they were constructed under the specifications of the Laurier Government these vessels would be obsolete before they could be completed and made ready for service. For this reason Mr. Hazen announced that the present Government would not act upon the tenders received, but instead would consult with the Imperial authorities and then decide upon the course to be pursued.

There is wisdom in this policy, as it will prevent a waste of public money, for there is no doubt that after a consultation with those who really understand the naval situation and naval construction, the Government will be in a better position to lay before the country a naval policy that will be beneficial alike to Canada and the Empire as well. There is a strong desire on the part of the Canadian people to undertake the construction of the navy, and the Government of Canada will be found ready and willing to obey their mandate. Mr. Hazen's first speech as a member of the Cabinet has given him a leading place among the debaters on the Government side of the House.

HARBOR DEVELOPMENT.

Those persons who professed to believe during the election campaign that harbor improvements in St. John would come to a standstill if the Conservative party came into power, will not find much comfort in the prompt action taken by the Public Works Department of Canada in letting the contract for the new wharf and other improvements at St. John. During the whole month of September it was constantly dinned into the ears of the people of this city that they were in duty bound to vote for Dr. Pugsley and his colleague, Mr. Lowell, because the Government of Canada had undertaken the construction of wharves and warehouses to facilitate the trade of this port.

All sorts of wild statements were thrown out from political platforms in every quarter of the city of the dire consequences that would follow if Dr. Pugsley and the Liberal party were those making it known that the people of St. John were unequivocally opposed and that their only hope of obtaining a majority was by pretending an interest in harbor development. In answer to this it was pointed out that while a vast amount of money had been expended in dredging at St. John there was very little to show for it. Private interests had benefited to a far greater extent through the dredging contracts than the public interests had.

In the three years Dr. Pugsley enjoyed control of the Public Works Department only one wharf was erected and the dredging completed for another. The harbor channel is still incomplete and nothing whatever was done towards wharf construction in Courtenay Bay. Not even a spoonful of mud had been removed from the proposed channel into Courtenay Bay. The great harbor works which Dr. Pugsley said in 1908, would be undertaken immediately, were still on paper.

Dr. Pugsley had not contemplated a general election in 1911 and was compelled to return to the constituency, seeking re-election, with nothing but another paper plan of his proposals for the development of Courtenay Bay, and a small parliamentary vote for dredging a channel towards the proposed Courtenay Bay docks. He talked very glibly of the great works that would be undertaken at East St. John, and of the contract which he was ready to sign for these works before the election, but which he had failed to complete before retiring from power.

The Conservative party has made a good start in harbor development in this port and there is every indication that the work will be prosecuted with greater vigor than by the old Administration. As the trade of Canada grows, harbor development at St. John must continue. It is beyond the power of any Government to take away from St. John the trade that is already centered here, even if it were the desire to do so. So long as we con-

tinued to develop the trade of the country from east to west, and from west to east, St. John harbor will grow. What would have been the result had the Reciprocity Pact been entered into is difficult to imagine, but the effect could not have been anything but disastrous, because it was a complete reversal of the policy which has made Canada prosperous—more prosperous than any of the outlying Dominions of the British Empire.

For many years prior to 1895, were the Conservative Government at Ottawa granted a small subsidy to a steamship line, to make the experiment of St. John as a Canadian winter port for the foreign trade of the country had been done through foreign ports. The experiment at St. John was so successful that this city is now firmly entrenched as the chief of the Canadian winter ports and the Government at Ottawa has recognized the important position held by this city by making large expenditures in the erection of wharves and warehouses. Mr. Borden has publicly stated that his party would nationalize the chief ports of Canada and St. John is included among these. This means that whatever facilities are necessary, as trade develops, will be provided by the Federal Government.

Mr. Borden has proved true to the pledges he made during the election campaign and is not likely to forget how important harbor development is to the eastern section of Canada. The interests of St. John will be looked after at Ottawa quite as faithfully and quite as well by Mr. Hazen as they were by Dr. Pugsley. The prototype display may not be so great, nor the promises so lavish, but the results under Conservative rule will be greater than under the Liberal Administration of the past fifteen years.

THE INTERCOLONIAL.

From correspondence appearing in the Montreal newspapers it is quite evident that another attempt will be made by several railroad corporations to secure control of the Intercolonial. Such control would be diametrically opposed to the interests of the Maritime Provinces. The Intercolonial was built for the purpose of uniting the Provinces of the East with those of the West. While the route chosen was unfortunate, the Intercolonial has served an important purpose and has now reached a state where under good management it can be made to pay, not only running expenses, but a large surplus also. It has been already made public that the earnings of the Intercolonial for the present fiscal year will be the largest in its history, and a handsome surplus is confidently looked forward to.

It is a mistake to believe that the people of the Maritime Provinces generally regard the Intercolonial as a part of the political machine. Some few may so regard it, but the vast majority look upon the Intercolonial as one of the most important factors in the commerce of this section of Canada, and strongly desire that it should be so managed as to provide a credit to the country as well as a moderate source of income also. They would resent almost to a man the handing over of its control to a private company, or of giving any but reasonable running rights to railroads owned by corporations.

It is entirely fitting that Dr. Pugsley should be interested in the community he represents in Parliament. The people expect this of him—both those who voted for him and those who voted against him. It is noteworthy that in not serving the best interests of this community by attacking the Government and the Minister of Public Works for something neither has been guilty of. When Dr. Pugsley told Parliament that Mr. Monk had stopped the dredging at St. John, he was obliged to admit that the work had been resumed and also to accept a statement made by Mr. Monk that his department had entered into a contract with Mr. Connolly for the construction of the wharf and other works on the West Side, tenders for which were asked for by the Public Works Department when Dr. Pugsley was Minister. It is noteworthy that when Dr. Pugsley failed to explain why he did not sign the contract for the Courtenay Bay works before he quit the office of Minister of Public Works. He assured the electors time and again during the campaign that he had the money to go on with these works, but up to the present time no one has been able to discover its place of concealment. Perhaps Dr. Pugsley will enlighten us some of these days as to what he did with the money he said he had at hand to go on with Courtenay Bay development.

There is something really amusing in Dr. Pugsley's statement that Reciprocity is still a live issue in the Province of New Brunswick. Prior to the elections of September 21st the Liberals held eleven of the thirteen seats in this Province. In the present House they hold but eight seats, and two of these would probably have been awarded to the Conservative candidates had the recent proceedings been permitted by the courts to go on. In 1908 the popular vote for the Liberals in New Brunswick was 40,716 and for the Conservatives 34,945. The Liberal majority was therefore 5,771. In 1911 the Liberal candidates received 40,184 against 38,880 votes cast for the Conservatives. The Liberal majority was therefore reduced in the Province to 1,304. If Dr. Pugsley would permit his money to go back to the interview he had with a Montreal newspaper reporter a few days before the elections he would remember that he made a statement that he would have a thousand majority in the city of St. John. There is about as much reliability in this assertion as that New Brunswick favors Reciprocity. A majority of the electors if called upon to vote on this question alone would bury it so deep that even Mr. Pugsley's optimism would not find it.

Mr. F. B. Carvell, who holds his seat in the House of Commons as representative of Carleton County, as the result of a legal technicality, rather than by the voice of the electors of that county, stated in his place in the House that "Honest Bourassa is the master of the present Administration." Mr. Carvell has been guilty of many rash assertions during his short political career, but none of them quite so wild as this, which has not the slightest foundation in fact. Parliament has been in session but a few days since the change of Government, but the session has lasted long enough to show that there is but one leader of the Government, and that leader is Premier Borden.

Current Comment

(Hamilton Spectator.)

New Brunswick Blue-noses may well feel inclined to inflate their chests, when they can claim affiliation with such a leader as Hon. Law. But a consistent diet of fish has always been asserted to include nutritive ingredients for brain culture.

(Mail and Empire.)

Kipling's "Female of the Species" has produced a large crop of verse in similar metre, dealing, pro or con, with the suffragette question. Kipling is cursed with the faculty of inspiring others to do the same thing that he does, and do it much worse.

(Montreal Gazette.)

Comment is made on the number of members bearing the title of "Hon." who will have seats in the front row of the Opposition side of the House of Commons. The number is considerable. Almost as many Laurier Ministers were elected as were defeated on September 21.

UPPER ST. JOHN RIVER

IS ABOUT CLOSED

Ferry at Bath is Now Unable to Operate—Sleighting There is Good—Other News.

Bath, Nov. 20.—The St. John river at this point is about closed in with ice, the ferryboat is still in position but the ferryman has been unable to operate it now for about a week. Crossing is now impossible and this is a great disadvantage to the many farmers residing in Wicklow.

The marriage of Miss Kate L. Barker of this place to Wellington Page of Long Settlement, took place at the home of her mother, Mrs. Harriette Barker on Friday last. Rev. Kenneth McLennan, pastor of the United Baptist church here, was the officiating clergyman. The bride was very popular here, where she has been the teacher in a primary school for a number of years.

Mrs. James T. Lister of this place was called to the home of her father, Dr. A. P. Wyman, on Thursday last on account of her father's illness, Geo. Brooks, a well known resident and early settler in that place. His death occurred on Friday last.

Miss Gould, teacher of Bristol primary department, spent Sunday with Miss Ada Gilson, one of the early physicians to locate in the upper river section of Carleton at Beechwood, where he has practiced for some time, was a caller here on Monday.

Bath was visited last week by Mrs. Frances Kinney of Mineral, N. B., better known as "Aunt Fanny" who is now in her 92nd year and is as smart as a young girl. She builds the fire in the church and conducts her Sabbath school.

Trade is brisk this season and now with good snow roads the farmers are hauling in their produce, which finds a good market here. The buyers are C. E. Gallagher and Sons, Bohen Bros., and Louis Lockhart. Any day Bath streets present a very busy appearance.

A crew of men with teams are at work clearing away the debris of the old site where the Tompkins Bros. store and warehouse and public hall stood. This was totally destroyed in the Bath fire of June, 1908. It is rumored that I. M. Tompkins, now located at East Florenceville, intends building a large store here.

Gardner Larlee and family are visiting Calgary and other Western points and Mrs. Larlee's mother at Calgary. Mr. Larlee's place as agent in the C.P.R. office here is being filled by Mr. Shaw and others during his absence.

The Hayward woodworking factory is still running but may close at Christmas time for the winter months. This business has been very successful this season and has produced considerable quantities of finished building materials to up river points.

Louis Lockhart, who is buying produce at Bath, Bath Upper Kent and other points, intends erecting a large warehouse at Bristol soon where he is centrally located for the Gloucester and other sections east of the St. John river.

VITAL STATISTICS

IN RAILWAY TOWN

Special to The Standard.
Moncton, Nov. 22.—The annual report of Secretary Northrup of the Moncton board of health shows that there were 194 deaths in Moncton in the year ending Oct. 31st, as compared with 165 in the previous year. Of the deaths recorded, 22 were of residents of outside points, bringing the total in the city to 172, or 12.5 per cent. of the population, which the secretary regards as a favorable showing. Of the deaths in the year 86 were females and 13 premature births, etc.

Seventy-eight deaths were of children under 7 years of age, or 40 per cent. of the total. Fifteen deaths were of persons over 75 years of age. The principal causes of deaths given were: Old age, 19; Tuberculosis, 19; Cholera infantum, 14; Pneumonia, 12; Infantile, 12; Still born, 11; Diphtheria, 8; Paralysis, 6; Diabetes, 4; Heart disease, 5; Convulsions, 5.

There was one suicide by hanging, two killed by trains, one killed by falling off a wharf and one simply returned as "accidental death."

There were 107 cases of contagious disease and 10 deaths during the year, as compared with 32 cases and 4 deaths in the previous year. Diphtheria was reported every month in the year, the total being 52 cases and 5 deaths. There were 25 cases of typhoid and 2 deaths, 22 cases of smallpox, no deaths, 7 cases of measles and 4 of scarlet fever, no deaths.

The secretary notes the appearance of a disease heretofore unknown, in infantile paralysis, of which there have been five cases.

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Engineers Elect Delegates.
The National Association of Marine Engineers held a meeting at the Temple of Honor hall, North End, on Tuesday night, and elected delegates to the grand council to be held at Ottawa next January.

Smoker Postponed.
The C. M. B. A. smoker that was to have been held last evening, has been postponed till the last week in January.

GERMAN ORDERED

TO WEIGH ANCHOR

British Warships Give His Germanic Majesty's Cruiser Cormorant Five Minutes in Which to Leave Suva.

Victoria, Nov. 22.—That the German cruiser Cormorant was forced to leave the harbor of Suva, Fiji Islands, by the British warships Torch and Prometheus early last month, and the little British port had an incipient war scare was the story brought by the steamship Marana, which arrived recently.

The incident occurred a month ago, when the Moroccan crisis was on the tapis. The British cruiser Torch was cruising outside Suva harbor when the German cruiser Cormorant was sighted, her former coat of white paint changed to the admiralty grey.

As the Fiji paper tells the story: "The Cormorant proceeded on and entered the harbor with the Torch following her. H. M. S. Prometheus was at the same time at anchor at Suva harbor."

The Moroccan war scare was at its height when the Cormorant came. She made signals which were responded to by the British vessels, and the flag messages were exchanged for some time. At last the German cruiser was seen heading for the sea again, followed by the government steamer Ranadi, and the Suva people were more puzzled than ever.

"It was gleaned from official sources later on that the Cormorant had approached Suva and requested the authorities to be allowed to send some important communications through by cable and from Germany. The British officers refused. The German protested, but the British were steadfast. Then, it is said, the Cormorant gave five minutes to weigh anchor and clear out, and promptly did so."

"There was no demonstration against the German cruiser by the British vessels, but the Suva people had got an inkling that there was some trouble brewing and were not slow in collecting their valuables ready to vanish lest a stray shell should land their way."

"The Fiji authorities sent the Ranadi out after the Cormorant, and the two vessels arrived at Levuka making together. Upon the Ranadi turning up just behind her the Cormorant weighed anchor and proceeded apparently out of the group."

A message from Samoa soon after this incident lends color to the whole by simply saying: "The German cruiser Cormorant has arrived here from Fiji without either mails or papers."

"ACCUSED" BY VICTIM'S EYES, HE CONFESSES

Body of Murdered Man is Driven Five Miles Across Lake Michigan to Criminal's Door.

Rosanaba, Mich., Nov. 22.—The body of Alvin Fogarty, washed ashore before a strong wind over Lake Michigan, drifted five miles and was cast up by the waves before the door of the man now held as his slayer.

Frightened by the unexpected appearance of the corpse, Alvin Lindquist went to the sheriff yesterday and asked to be arrested on a charge of murder. He told of killing Fogarty on October 18 and said:

"Fogarty, though dead, followed me five miles along the lake and I found him staring at my hut with accusing eyes when I went to fish today. It was too much for me. I want to confess and get away from these eyes. Two men held on suspicion were released."

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